



Vanquishing the V/PD

3rd Quarter 2010

A quarterly publication from the
Safety Section

Federal Aviation Administration Airports Division
Western-Pacific Region



This publication is primarily directed towards airport management to be disseminated to all levels of personnel working at your airfield. It does not matter how large or how small your airfield or how tight your budget may be, this information must be made available to your people by whatever means. Vanquishing the V/PD can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure that the proper safeguards are in place; however, lies squarely on the shoulders of the airport management. Please use this information and all that follows as a guide by which to produce a safer environment at your airfield.

The way a vehicle operator is issued an Air Traffic Control Tower (ATCT) clearance to cross runways is about to change. On June 30, 2010 FAA Notices N JO 7110.528, **Taxi and Ground Movement Operations** and N JO 7210.747, **Multiple Runway Crossings** will become effective. The purposes of these notices are to:

1. Delete the phraseology and procedure of issuing "taxi to" when authorizing an aircraft to taxi to an assigned takeoff runway, thus allowing an aircraft to cross all runways/taxiways which the taxi route intersects except the assigned runway.
2. Establish new guidance for authorizing multiple runway crossings at airports where the taxiway route between runway centerlines is less than 1000 feet.

Basically, Notice N JO 7110.528 establishes that an explicit runway crossing clearance be issued for each runway (active/inactive or closed) crossing and requires an aircraft/vehicle to have crossed the previous runway before another runway crossing clearance may be issued.

Notice JO 7210.747 establishes that at airports where the taxi route between runway centerlines is less than 1,000 feet apart, multiple runway crossings may be issued after receiving approval by the appropriate Terminal Services Director of Operations.

What does all this mean to the vehicle operators at your airport?

- As of June 30, 2010, all vehicle operators intending to cross any active runway, intending to cross any inactive runway or intending to cross any closed runway will be required to hold short of that runway and receive a runway crossing clearance from ATCT for that specific runway.
- Letters of Agreement (LOA) at airports that contain open field clearances will still be in effect; however, the vehicle will be required to stop and request ATCT clearance to cross any active, inactive or closed runway.
- ATCT will issue the route for the aircraft/vehicle to follow on the movement area in concise and easy to understand terms.
- The taxi clearance must include the specific route to follow.
- A Vehicle operator read back of all “runway hold short” clearances will still require by ATCT.
- A Vehicle operator read back of all “cleared to cross runway” clearances will be at the discretion of the ATCT.
- When an aircraft/vehicle is instructed to “follow” traffic and requires a runway crossing, the ATCT will issue a runway crossing clearance in addition to the follow instructions and/or hold short instructions, as applicable.

Be advised that these notices do not specifically address emergency response vehicles repeatedly accessing a closed runway during an emergency. Nor do they address snow removal equipment repeatedly accessing a closed runway for snow removal operations. It is recommended that individual airports contact their ATCT facility manager for further clarification.

Where can you find these Notices?

<http://www.faa.gov/documentLibrary/media/Notice/N7110.528.pdf>

<http://www.faa.gov/documentLibrary/media/Notice/N7210.747.pdf>

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<http://www.faa.gov/airports/western%5Fpacific/airports%5Fresources/newsletter/>